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1. On 19 December 1951, a conference was held at the office of the UNW (Central National Committee) in Prague to discuss the problem of securing needed transportation facilities for the building program in Prague and to consider nationalizing private forwarding agents in Prague. The following officials were present at the conference:

fnu Galdar, representative of the UNW Transportation Section

fnu Suta, representative of the Transportation Section of the KRW (Regional National Committee)

fnu Sahr, representative of the CSAD (Czechoslovak Automobile Transportation Company)

fnu Vypalek, representative of the KTR (Regional Transportation Office)

Dr. fnu Klement, representative of the MBP (Ministry of Building Industry).

In addition, representatives of the Technical Department of the City of Prague and political representatives were present.

2. In dealing with the first item of the conference agenda, it was found that Prague was in need of 20 loading trucks a day for the transportation of stone, earth, etc. At the suggestion of Dr. Klement, it was decided that the necessary vehicles were to be allotted by the CSAD, which had taken over the trucks of private forwarding agencies previously handling this type of transportation.
3. During the course of the conference, it was learned that the majority of forwarding agents had already signed applications to join the CSAD or other communal enterprises, even though these agents had formerly worked for the building industry. Thereupon Dr. Klement called attention to the fact that

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as of 1 October 1951, the CSSZ (Czechoslovak Construction Works) and the CSAD had come to an agreement that the latter would hand over lists of private forwarding agents and contractors who were released by them and put at the disposal of the building industry.

Thus, the CSAD knew well which forwarding agents were to serve the building industry, and therefore, their applications should not have been accepted at the time, except on a provisional basis. Klement's office did not warn the forwarding agents against submitting applications to CSAD or CSSZ because it is the duty of the office to promote socialization, and it was feared that a warning might endanger the ultimate nationalization plans. At the conference Dr. Klement demanded that the CSAD cancel applications of forwarding agents who had previously worked for the building industry. He also requested that these forwarding agents be incorporated into the building industry under ISP administration. The final decision of the conference was that all vehicles which had formerly been working for the building industry would be incorporated into that enterprise for which they had been working.

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